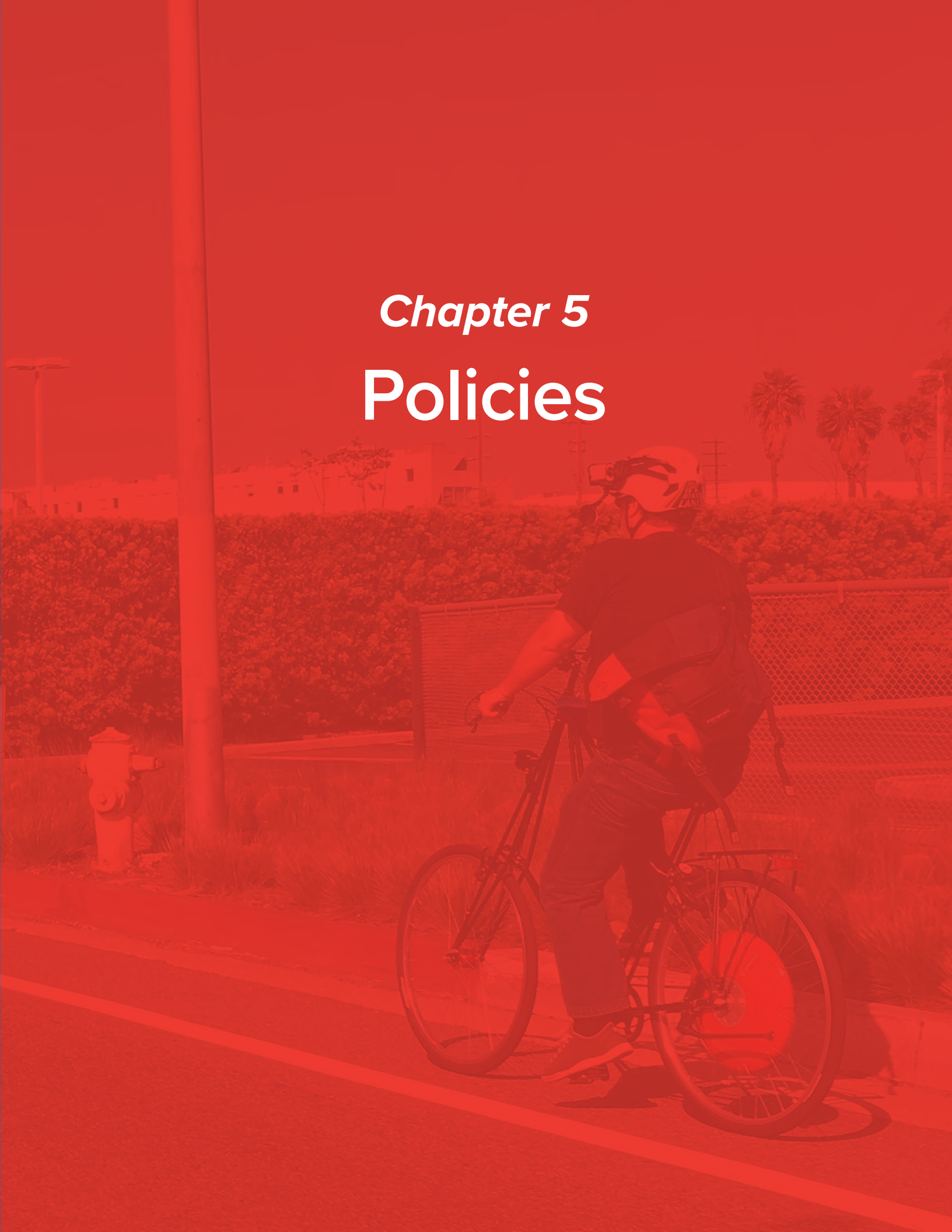


Chapter 5

Policies



POLICIES

Policies are a necessary complement to the recommended infrastructure projects presented in this Plan and set the foundation for particular design solutions. Successful active transportation plan implementation requires a comprehensive set of policies that ranges from general to specific facility design to programmatic, focusing on both streets and development. Policies can help ensure that active transportation planning, implementation, and maintenance occur on a regular basis, not just in one-off efforts.

Building off of input from Culver City stakeholders and residents, the City developed four goals to enhance the safety and convenience of using active transportation throughout the city. To meet these goals, active transportation-focused objectives and actions are identified. Many of the actions will require coordination with additional local, regional, and state agencies.

Goal 1 – Access and Connectivity

Objective AC-1. Increase access and connectivity to jobs, education, retail, parks and libraries, schools, recreation centers, transit, and other neighborhood destinations.

Action AC-1.1 Develop an active transportation network that safely and comfortably connects residential neighborhoods to destinations like employment centers, grocery stores, community centers, schools, shopping areas, and transit stops.

Action AC-1.2. Prioritize projects that create safe welcoming spaces for all people, with an added focus on ways to serve those who have the least access to financial and social resources.

Action AC-1.3. Increase the supply of bicycle parking at neighborhood destinations like schools, medical centers, grocery stores, transit stations, and government offices.

Action AC-1.4. Establish a transportation impact fee ordinance to leverage funding for installation of new bicycle and pedestrian facilities.

Action AC-1.5. Work with local businesses to prevent obstruction of pedestrian walkways by items such as restaurant seating and merchandise.

Action AC-1.6. Evaluate all streets during pavement resurfacing to determine if pedestrian or bicycle facilities can be provided (e.g. bike lanes, wider curb lanes or shoulders) on an ongoing basis.

Objective AC-2. Support public transit service.

Action AC-2.1. Design bikeways on transit streets using best practices that do not impact transit reliability while improving access to transit.

Action AC-2.2. Increase the provision of secure, long-term bicycle parking at Culver City Metro E (Expo) Line station, bus depots, and bus stops.

Action AC-2.3. Work with Culver CityBus and other transit agencies to improve bicycle and pedestrian access (first/last mile connections) to transit station/centers and the comfort of transit stops and onboard transit vehicles, especially during peak commute hours, and to provide secure bike parking, benches, and covered waiting areas at stations and stops.

Objective AC-3. Serve people with disabilities, youth, and seniors.

Action AC-3.1. Ensure that active transportation facility designs do not create additional barriers for people with disabilities, but instead create safer more welcoming public spaces for everyone.

Action AC-3.2. Install or upgrade curb ramps to comply with current Americans with Disabilities Act standards at locations identified in the City's 2017 ADA Transition Plan.

Action AC-3.3. Repair potholes and pavement cracking, including those in crosswalks, during routine maintenance.

Action AC-3.4. Provide ample crossing time at signalized crossings, particularly those adjacent to destinations heavily used by people with lower mobility speeds, including youth, seniors, and people with disabilities.

Action AC-3.5. Review signal timing and operation, where feasible, for additional opportunities and allotment of time for pedestrian crossings in order to encourage walking.

Goal 2 – Health and Safety

Objective HS-1. Reduce collisions involving bicyclists and pedestrians through safe and comfortable bicycle and pedestrian facilities.

Action HS-1.1. Prioritize quick implementation of active transportation facilities on Culver City's high-injury network to rapidly address known safety issues.

Action HS-1.2. Adopt active transportation design guidelines that guide planners and engineers in designing streets with facilities such as separated bikeways and high-visibility crossings.

Action HS-1.3. Fund education programs for people driving, biking, and walking that encourage safe behaviors.

Action HS-1.4. Adopt a policy that establishes a 15-mph speed limit when children are present, and expand 25-mph school zones, in accordance with California AB 321.

Action HS-1.5. Expand data analysis for project and program prioritization to include additional sources beyond that of roadway collision data. Other sources could include, but are not limited to, pedestrian counts, emergency medical services and hospital data, and citation data.

Action HS-1.6. At intersections with a history of bicyclist- and pedestrian-involved collisions resulting from right-turning vehicles, evaluate the prohibition of right-turns on red.

Objective HS-2. Enhance the active transportation experience by updating intersection crossings and implementing traffic calming measures.

Action HS-2.1. Adopt updated engineering and planning design standards that consider the guidelines from the NACTO Urban Streets Design Guide, nearby agencies, and other best practices to ensure bicyclist- and pedestrian-friendly designs.

Action HS-2.2. Install Leading Pedestrian Intervals (LPI) at intersections with high rates of pedestrian activity.

Action HS-2.3. Install bicycle-sensitive loop detectors with pavement markings to improve timing of crossings for bicyclists.

Action HS-2.4. Establish criteria to determine if/which locations would best be served by pedestrian scrambles and/or pedestrian-only signal phases.

Objective HS-3. Use infrastructure and programs to promote an active lifestyle that includes bicycling and walking.

Action HS-3.1. Conduct regular pedestrian and bicycle counts pursuant to regional methodology as part of before and after project implementation.

Action HS-3.2. Use current design guidelines to encourage development patterns that promote active transportation and allow for short trips between destinations.

Action HS-3.3. Dedicate City staff resources to continue to host an open streets program, such as CicLAvia, that encourage Culver City residents to walk and bike together on city streets.

Action HS-3.4. Continue to fund programs that incorporate bicycling and walking into physical education and encouragement programs within Culver City, and in coordination with the Culver City Unified School District.

Action HS-3.5. Pursue grant funding to develop a citywide wayfinding program. Work with Culver City residents to develop wayfinding signage that incorporate local identity to direct pedestrians and bicyclists to key destinations including commercial areas, schools, and parks.

Action HS-3.6. Develop sidewalk furniture design guidelines to include elements that enhance the active transportation experience, such as signage, seating, bike parking, and shelters. Such new standards should take into account the Culver CityBus' Bus Stop Standard for the bus stop locations.

Action HS-3.7. In partnership with local community-based organizations, promote and support programs that incentivize the public to track the amount of walking and biking trips taken.

Action HS-3.8. Encourage the use of active transportation for City employee commute and work travel purposes so that the City is seen as a model employer.

Objective HS-4. Reduce air pollution, asthma rates, and greenhouse gas emissions.

Action HS-4.1. Build an active transportation network that encourages Culver City residents to use means of transportation other than driving by providing safer, more comfortable biking and walking facilities.

Action HS-4.2. To meet the goals of the City's Urban Forest Master Plan, install trees as part of sidewalk, shared-use path, and trail projects.

Action HS-4.3. Develop Low Impact Development standards, which could include permeable pavement for construction of sidewalks and shared-use paths.

Goal 3 – Affordability

Objective A-1. Reduce long-term transportation costs by reducing the need for vehicle ownership or for parking in new developments.

Action A-1.1. Update the Culver City Zoning Code to eliminate parking minimums.

Action A-1.2. Update the Culver City Planning Code to require more bicycle parking in major development projects.

Action A-1.3. Update the Culver City Planning Code to require end-of-trip-facilities, such as showers and changing rooms, in major non-residential developments.

Action A-1.4. Update the Culver City Planning Code to require pedestrian improvements, such as sidewalks and ADA compliant curb ramps, in major development projects.

Action A-1.5. Revise the menu of transportation demand management (TDM) options to include bike-share passes, fix-it stations, and hydration stations.

Goal 4 – Collaboration

Objective C-1. Increase public participation throughout the planning process.

Action C-1.1. Create a process to enable City departments to more easily contract with local non-profits and community-based organizations to assist with community engagement for the planning, design, and implementation of projects.

Action C-1.2. Ensure project-based outreach for any plan recommendations follows inclusive public engagement practices, including communicating to the public in both English and Spanish.

Action C-1.3. Ensure all project and program outreach materials are translated to all predominant languages spoken by Culver City residents, including people with visual and aural impairments.

Action C-1.4. Track demographic information at education and outreach events and compare with the demographics of Culver City as a whole.

Action C-1.5. Identify opportunities to pilot active transportation treatments using semi-permanent materials to receive input on and build support for permanent improvements.

Objective C-2. Government follows through on project commitments.

Action C-2.1. Dedicate a percentage of the established transportation impact fee program to the implementation of active transportation projects.

Action C-2.2. Coordinate the implementation of active transportation facilities with the City's roadway repaving program to deliver enhancements in a cost-effective manner and improve roadway condition.

Action C-2.3. Develop a maintenance plan that specifies timeline for repainting of roadway markings, sweeping equipment and schedule, specifications for vertical elements, and opportunities for coordination with paving projects.

Action C-2.4. Coordinate implementation of the Culver City Bicycle and Pedestrian Action Plan with other City, County, and regional planning efforts.

Action C-2.5. Coordinate with neighboring jurisdictions in places where Culver City shares authority of traffic control and maintenance of roadways, to seek funding opportunities and implement active transportation projects jointly.

